CITY OF BURIEN, WASHINGTON

ORDINANCE NO. 550

AN ORDINANCE OF THE CITY OF BURIEN, WASHINGTON, APPROVING THE EL DORADO WEST RETIREMENT COMMUNITY REZONE REQUEST AND ENTERING FINDINGS OF FACT AND CONCLUSIONS OF LAW IN SUPPORT OF SAID APPROVAL

WHEREAS, the City of Burien Planning Commission conducted an open record public hearing on November 9, 2010, at which testimony from city staff and the applicant was heard regarding the El Dorado West Retirement Community rezone request; and

WHEREAS, on November 9, 2010 the City of Burien Planning Commission made a recommendation to the City Council to approve the El Dorado West Retirement Community rezone request;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Council, having considered the El Dorado West Retirement Community rezone request application and the Planning Commission's recommendation, approves the El Dorado West Retirement Community rezone request and adopts the Planning Commission's findings and conclusions attached as Exhibit "A", as fully incorporated herein.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This ordinance, or a summary thereof, shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 6th DAY OF DECEMBER, 2010, AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 6TH DAY OF DECEMBER, 2010.

CITY OF BURIEN
/s/ Joan McGilton, Mayor

ATTEST/AUTHENTICATED:
/s/Monica Lusk, City Clerk

Approved as to form:
/s/ Craig D. Knutson, City Attorney

Filed with the City Clerk: December 6, 2010
Passed by the City Council: December 6, 2010
Ordinance No. 549
Date of Publication: December 9, 2010

CITY OF BURIEN, WASHINGTON
Department of Community Development
400 SW 152nd Street, Suite 300, Burien, Washington 98166
Phone: (206) 241-4647 Fax: (206) 248-5539

Rezone Request
PLA 10-0780

APPLICANT: Dave Baus with Village Concepts for El Dorado West Retirement Community

LOCATION: 1010 SW 134th Street (see Attachment 1-Vicinity Map)

CURRENT LAND USE: El Dorado West Retirement Community

TAX PARCEL #s: 1823049011 & 1823049037

REQUEST: Rezone two parcels of the existing El Dorado West Retirement Community site from Residential Multifamily-18 to Residential Multifamily-24.

SUMMARY OF RECOMMENDATIONS:

Staff Recommendation: Approve Rezone Request

Planning Commission Recommendation: Approve Rezone Request

PUBLIC HEARING:

Public notice of the hearing was posted in the property, mailed to property owners within 500 feet of the site and published in the Seattle Times on October 26, 2010. The hearing on the rezone request was conducted by the City of Burien Planning Commission on November 9, 2010, in City Hall, Burien, Washington. A verbatim recording of the hearing is available on the City's website and at the Burien library.

The following is a summary of the comments offered at the public hearing:

From the City
Stephanie Jewett, Planner provided an overview of the application and Staff's recommendation to approve the request.

From the Applicant
Dave Baus, Village Concepts for El Dorado West Retirement Community briefly described the need for the rezone request and the components of the project.

From the Community
No comments.

EXHIBIT A

FINDINGS & CONCLUSIONS

DISCUSSION: The Applicant is requesting to rezone two parcels of land from Residential Multifamily-18 to Residential Multifamily-24 in order to redevelop the existing 68-unit El Dorado West Retirement Community at a higher density. The Applicant's intent is to provide 102 assisted living units. Phase 1 is planned to replace the existing building's east wing with 61 units, a kitchen and a dining room. Phase 2 is planned to replace the existing building's west wing with 41 units, a social room, and offices. Preliminary project plans are included in the Applicant's submitted materials (see Attachment 5).

The zoning for the site consists of two designations, Residential Multifamily-24 on the western portion of the site and Residential Multifamily-18 on the eastern portion (see Attachment 2). In order for the site to be redeveloped at the desired higher density, the Applicant is requesting that the eastern portion of the site be rezoned from Residential Multifamily-18 to Residential Multifamily-24.

REZONE REVIEW CRITERIA: The City of Burien Zoning Code (Burien Municipal Code 19.65.090) contains the criteria for review of a proposed rezone. To be approved, the proposed rezone must meet ***all*** of the following criteria.

A. The rezone is consistent with the Comprehensive Plan.

1. Facts: The Comprehensive Plan designates the entire El Dorado West site as *High Density Multi-family Neighborhood* (see Attachment 3). As noted in ***Policy RE 1.7*** of the Comprehensive Plan, the *High Density Multi-family Neighborhood* land use designation is intended to provide for the location of stable and attractive multi-family development near transit, employment, shopping and recreation facilities at densities of up to 24 units per acre. Consistent with this policy direction, the proposed rezone to Residential Multifamily-24 allows for maximum densities of 24 units per acre.

   This same policy also specifically calls out "assisted living units for seniors or disabled persons" as a use that should be allowed in areas designated for High Density Multifamily Use and makes allowances for these types of uses to be developed at densities greater than 24 units per acre when the proposed development is appropriate for the site. Consistent with this policy direction, the City's zoning code allows for "Senior Citizen Assisted Dwelling Units" in the RM-24 zone with densities greater than 24 dwelling units per acre allowed as long as the development is consistent with the City's Development Standards. Development standards include requirements such as parking, impervious surface and building coverage maximums, height maximums and landscaping.

   The Comprehensive Plan also includes the following goal and policy encouraging the development of housing for seniors:

Goal HS.3 Develop and preserve a variety of housing options for Burien citizens with special needs due to age, disability, or personal circumstance.

Policy HS 3.3 The City should encourage the dispersal of special needs and senior housing throughout the City. However, special needs and senior housing must still meet the development requirements of the underlying zone. Some clustering of special needs and senior housing may be appropriate if proximity to public transportation, medical facilities or other essential services is necessary.

2. Conclusion: Criteria met.

B. The rezone bears a substantial relation to the public health, safety or welfare.

1. Facts: As indicated by the Applicant's submitted materials (Attachment 5), the rezone is being requested in order to develop an increased supply of clean, safe, housing that provides health care services for the needs of the next generation of seniors.

   The redevelopment of the site will also address several public health, safety and welfare issues at the site, including –

   - Aging heating and plumbing systems in need of constant repair.
   - Doorways not wide enough to accommodate wheelchairs and walkers.
   - Bathrooms which are not designed to provide for bathing without assistance.

2. Conclusion: Criteria met.

C. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property.

1. Facts: The following Table summarizes the comprehensive plan land use designations, zoning designations and existing land uses adjacent to the site.

Table - 1

Direction	Comp. Plan Designation	Zone	Current Uses
North	Moderate Density Residential Neighborhood	RS 7,200 (Single-Family Residential)	Single Family Residential
Northwest	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	Multi Family Residential
South	High Density Multi-Family Neighborhood	RM-18 (Multi-Family Residential)	Multi Family Residential
East	Moderate Density Residential Neighborhood	RS 7,200 (Single- Family Residential)	Single Family Residential
West	High Density Multi-Family Neighborhood	RM-24 (Multi-Family Residential)	El Dorado West Retirement Community

The proposed rezone will be compatible with the properties located directly to the west, northwest and south of the site, which are all zoned for multi-family use. The property located to the west of the site is currently designated for High Density Residential use in the Comprehensive Plan, is zoned RM-24 Residential Multi-Family, and is currently developed as part of the existing El Dorado West Retirement Community. The property to the northwest of the site is currently designated for High Density Residential use in the Comprehensive Plan, is zoned RM-24 Residential Multi-family, and is currently developed as the "Squire of Ambaum" apartment complex. The property to the south of the site across SW 134th Street is designated for High-Density Residential use in the Comprehensive Plan, is zoned RM-18 Multi-family Residential and is developed as the "Quiet Maple Townhomes".

The properties to the east and directly north of the site are designated Moderate Density Residential Neighborhood, are zoned RS-7,200 Residential Single-Family, and are developed with single family homes. These properties may experience some visual impacts given the planned redevelopment of the site. However, any future redevelopment on the site will be required to comply with the City's Transition Area requirements, which are designed to provide standards for creation of a buffer between multi-family and single-family zones, including the following provisions –

- **Installation of a 20 ft. wide "full screen" landscape buffer** along the property line between the site and the adjacent single-family zoned properties to the east and the north of the site. The "full screen" is achieved through specific requirements including

the requirement that the buffer consist of primarily evergreen trees and shrubs, with the trees spaced no more than 25 feet on center and the shrubs spaced no more than four feet apart. See Attachment 4 for the location and extent of the required 20 ft. landscape buffer. The purpose of the landscaping buffer is to screen the buildings and activities in order to decrease any impacts to adjoining single-family uses. Landscaping helps mitigate visual impacts and to some degree noise impacts between land uses. It's also important to note that the existing single-family residences adjacent to the eastern and northern boundary of the site currently have existing landscaping screens (see Attachment 1).

- **Building Façade and roofline modulation** will be required on any facades and rooflines that exceed 60 feet in length and face the adjacent single-family zoned properties to the east and the north of the site. The purpose of building façade and roofline modulation is to reduce the visual bulk and mass of buildings to adjacent single-family uses.

- **Truck loading spaces, refuse collection areas and mechanical equipment** will be required to be located as far away as possible from the adjacent single-family zoned properties to the east and the north of the site. The purpose of this requirement is to limit noise and odor impacts, commonly created by these building components, to adjacent single-family uses.

Given these requirements, possible visual and noise impacts to the single-family zoned properties to the north and east of the site from future redevelopment of the site will be mitigated.

In addition, changes to traffic generated from the proposed redevelopment of the El Dorado West site is estimated to be minimal. As stated in the Applicant's submitted Traffic Impact Analysis (Attachment 5) only 4 new AM peak-hour trips and 7 new PM peak hour trips are estimated.

2. Conclusion: Criteria met.

D. The rezone has merit and value for the community as a whole.

1. Facts: The rezone has merit and value for the community as a whole given 34 more housing units to serve the needs of senior citizens will be able to be developed compared to what the existing zoning allows.

2. Conclusion: Criteria met.

ATTACHMENTS

1- Vicinity Map

2- Current Zoning Designations

3- Comprehensive Plan Land Use Designations

4- Twenty Foot Landscape Buffer

5- Submitted Application Materials

PLA 10-0 ,0
El Dorado West Rezone Request
Vicinity Map

N
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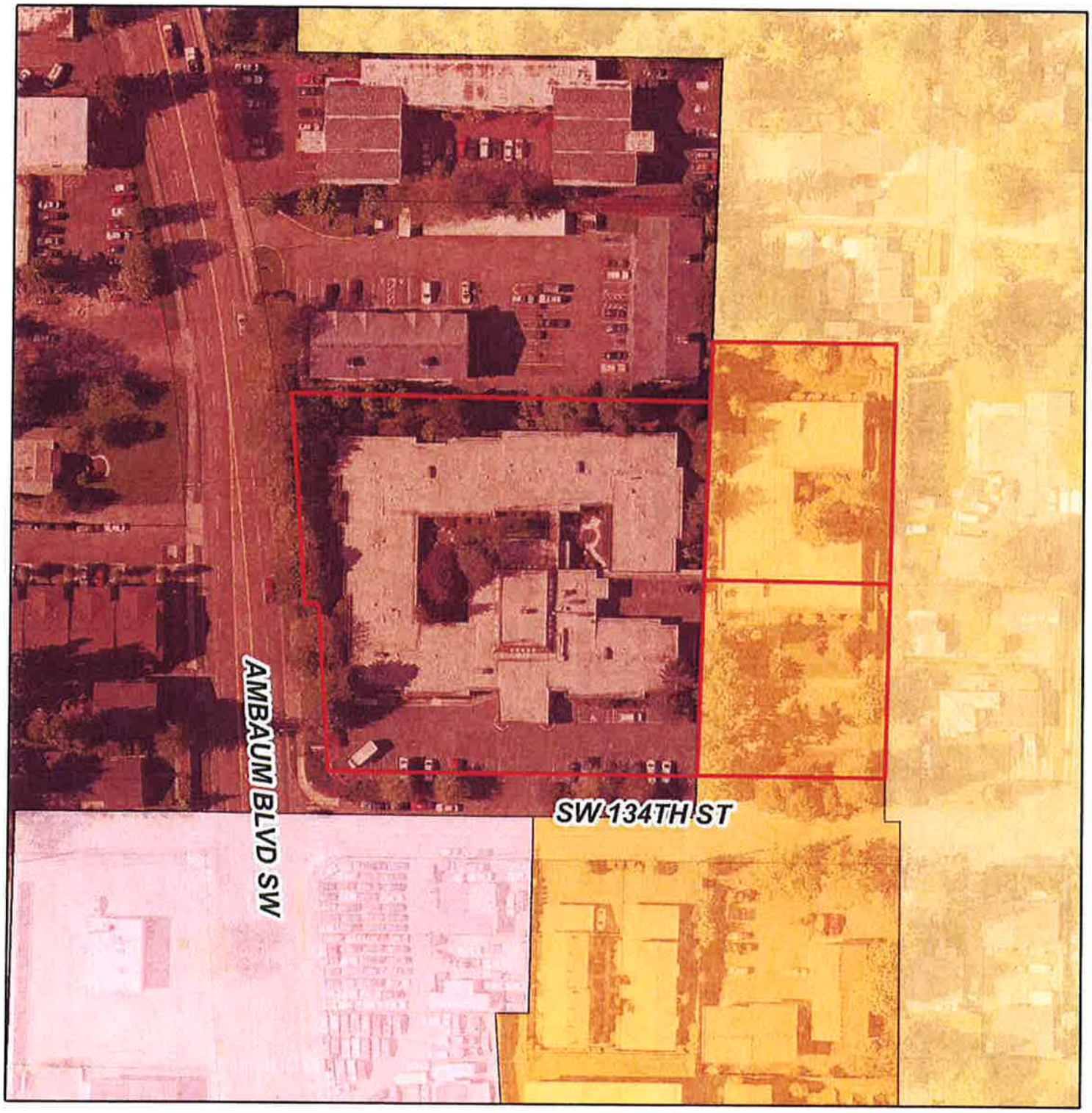
S

0 25 50 100 150 200 Feet

ATTACHMENT 1

PLA 10-0[illegible]0
El Dorado West Rezone Request
Current Zoning



Legend

RM-18 Residential Multi-Family
RS-7,200 Residential Single-Family
RM-24 Residential Multi-Family
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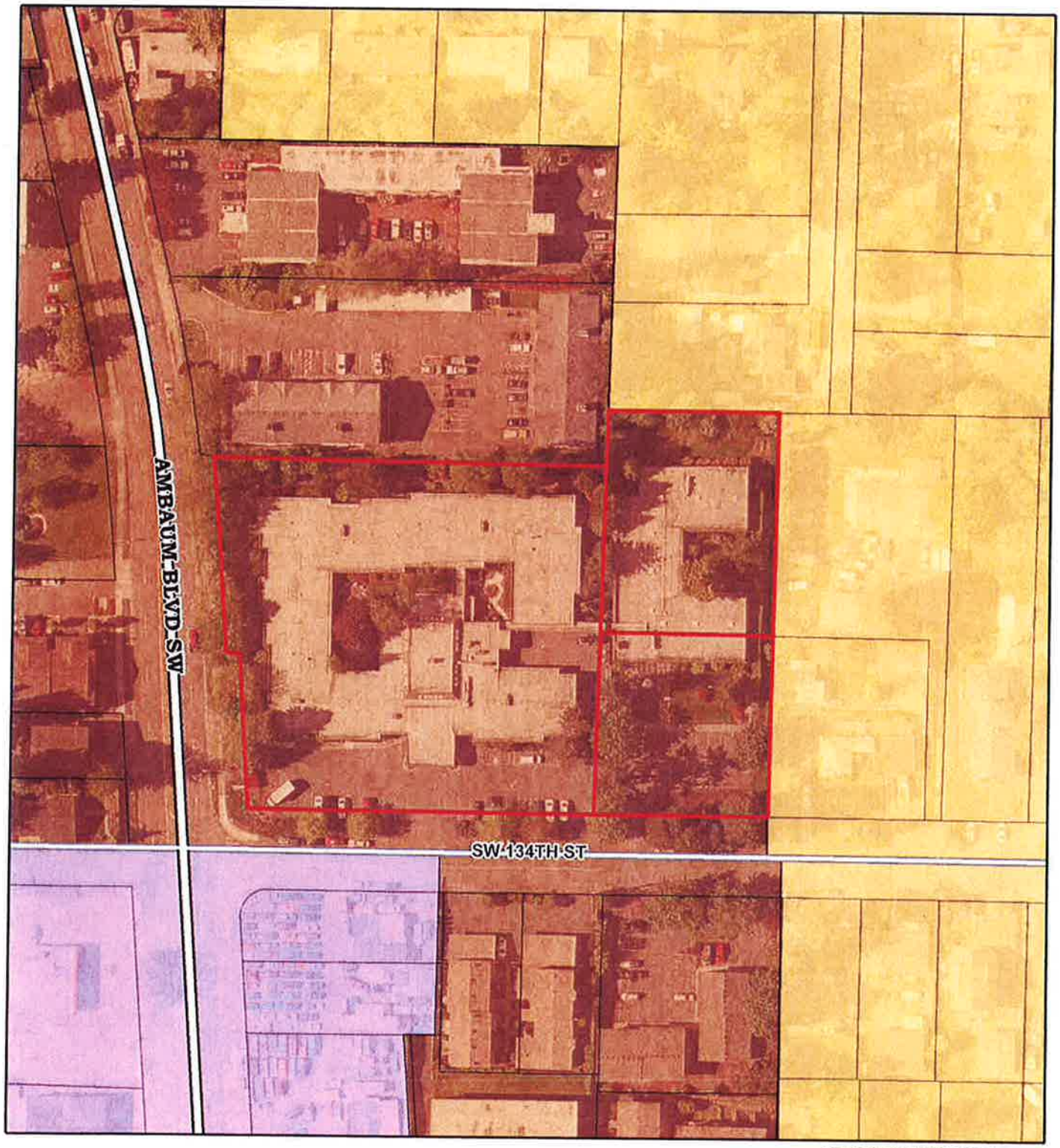
ATTACHMENT 2

PLA 10-0[illegible]0

El Dorado West Rezone Request
Comprehensive Plan Land Use Designations



Legend

- Moderate Density Residential Neighborhood
- Intersection Commercial
- High Density Multi-Family Neighborhood

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ATTACHMENT 3

BURIEN

PLA 10-0[illegible]0
El Dorado West Rezone Request
20 FT Landscape Buffer

Legend

Landscape Buffer

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ATTACHMENT 4

Re-zone Criteria
BMC 19.95.100.4. Criteria. The City may approve or approve with modifications a proposal to amend the text of this Code if:

A. The amendment is consistent with the Comprehensive Plan;

The amendment to the re-zone would allow the subject property zone to be consistent with comprehensive plan.

B. The amendment bears a substantial relation to the public health, safety or welfare;

El Dorado West, built in 1975 is Village Concepts' original boarding home. The age of the structure, overall esthetics, and the current financial markets concludes that a complete tear down and renovation of El Dorado West is our best option to revitalize this project.

With any building of this age, there are several maintenance issues that need to be addressed. Equipment like the boiler is under constant repairs and maintenance as well as parts are becoming scarce and limited, thus requiring replacement to the equipment as the only option. The plumbing throughout the building, as years of corrosion and sediment buildup continue to wear on the water lines causing breakage and leaks is in need of replacement. The roof will require replacement in the coming years.

The majority of the apartments at El Dorado do not adequately meet the needs of today's seniors. Doorways are not wide enough to accommodate wheelchairs and walkers. Bathrooms are furnished with tub enclosures, which impact the seniors as they are not able to climb in and out of and require additional assistance to complete the simple task as bathing. The call system while operational is not as sophisticated and flexible as systems offered today.

El Dorado West looks a lot like any nursing home built in the late sixties and early 70's. Over the last 35 years senior housing design has substantially changed and this building continues to struggle to be marketable. In order for El Dorado to be marketable in the next 35 years a complete renovation of the exterior, interior common areas and apartments is required.

Two factors do not make a remodel to address these issues a viable option for El Dorado West. First, the number of units in this building does not make a significant investment in a remodel a financial viable option. With only 68 units available the economy of scale for staffing and building cost are very low. Adding additional units makes the project perform better leading to overall stronger project. Secondly, a project that does not add units (creating a stronger project) is nearly impossible to finance due to the condition of the financial markets. Banks are much more stringent than in years past and to make a project viable to underwriting we must present a project that is much stronger than in years past.

C. The rezone will not be materially detrimental to uses or property in the immediate vicinity of the property

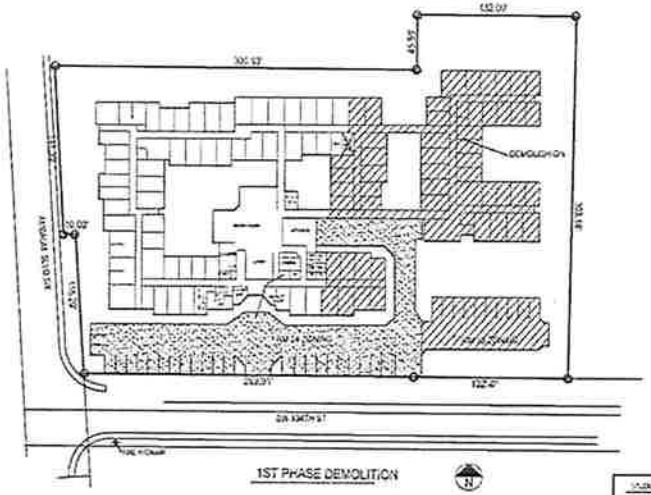
ATTACHMENT 5

In the redevelopment of El Dorado West we have made several changes to our current site plan to minimize the overall impact to our adjacent property owners. On the north side of our development we designed a secured private drive; this parking lot is designed for the residents parking and fire truck access. Having this drive along the north side of our development helps minimizes the traffic on SW 134th and sets the location of the main building in the center of the subject's property. On the east side of our development we will include a 20 ft. landscaped buffer and also move the northeast section of the building an additional 5 ft. from our east property line. On the south side; El Dorado West will improve the frontage alone SW 134th Street and with the additional access drive on the north side of our development, the overall impact vehicles impact on SW 134th Street will be reduced. On the west side; our evaluation plans for El Dorado is to keep the elevation of the building to 2 stories along Ambaum Blvd.

Additional Traffic: The addition 32 units (70 units existing-102 planned) will generate an additional 85 trips a day and having access to Ambaum Blvd. SW and SW 134th Street, both accesses will operate at acceptable LOS C with the new development plan. Please see attached the Gibson Traffic Consultants Report dated March 2010.

D. The amendment is in the best interest of the community as a whole.

El Dorado West requires the proposed action to create a strong viable product for the community and seniors in the future. Over the next 20 years the baby boomer generation will need housing and health care services that El Dorado West provides. Due to the limited of vacant ground and zoning which allow for this type of housing with care, this development is critical for providing clean, safe, housing that provides health care services for the next generation of seniors to come.



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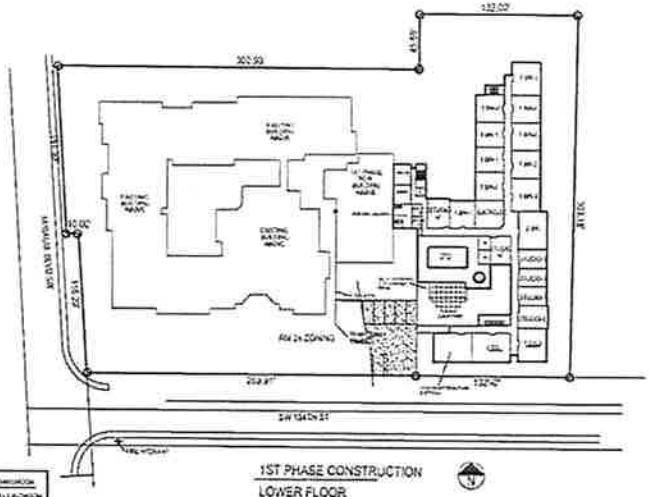
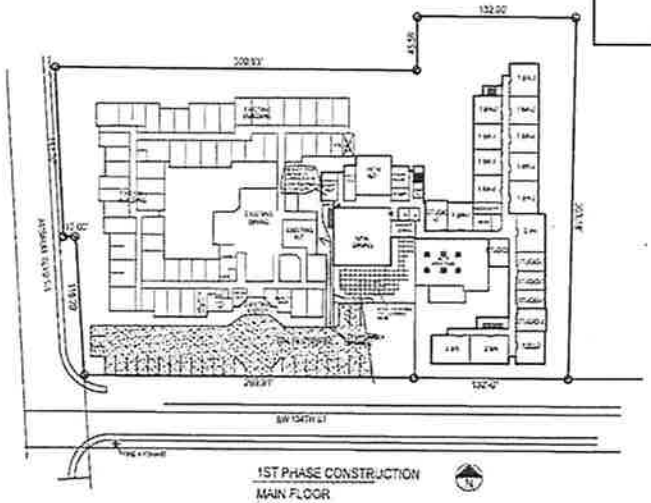
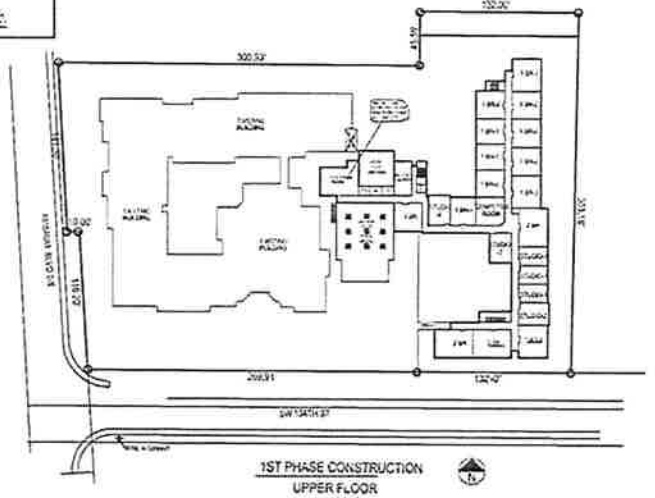


1ST PHASE CONSTRUCTION
LOWER FLOOR



1ST PHASE CONSTRUCTION
MAIN FLOOR



1ST PHASE CONSTRUCTION
UPPER FLOOR

1ST PHASE

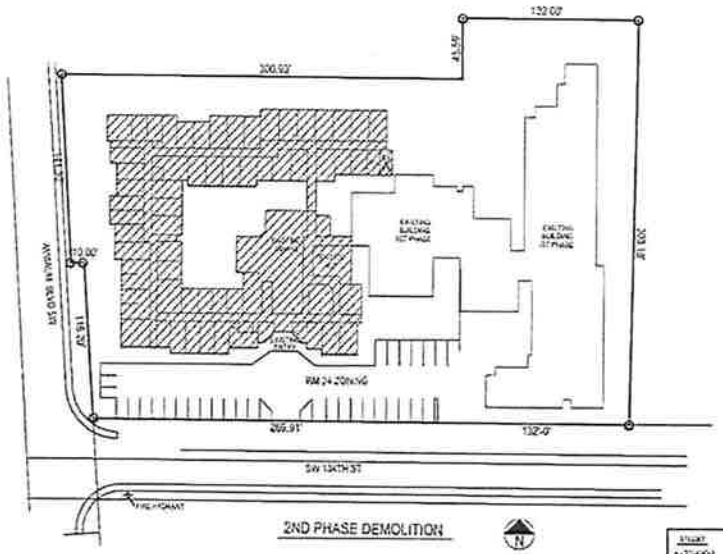
REVISIONS	JOB. NO.	PROJECT	REDEVELOPMENT OF EL DORADO WEST
	DATE 16 OCT 09	LOCATION	S.W. 134TH ST. & AMBAUN BLVD. S.W. BURIEN, WA
	DRAWN BY	OWNER	
	CHECKED	CONTRACTOR	

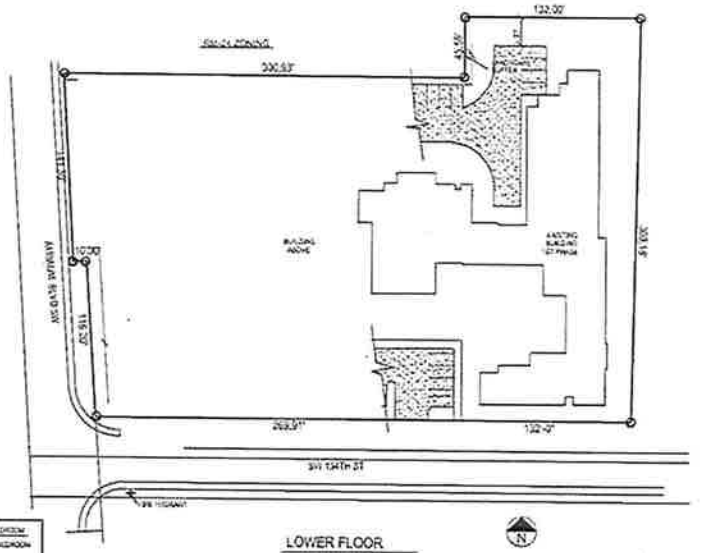
REGISTERED ARCHITECT
CHARLES C. MORGAN
STATE OF WASHINGTON

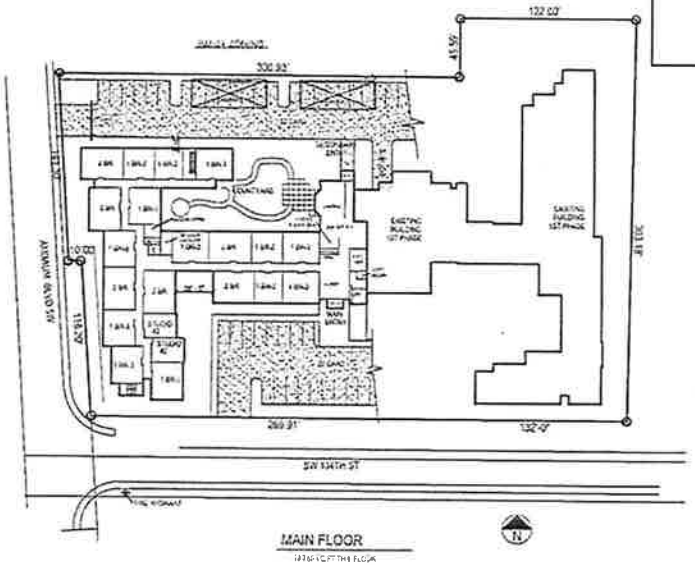
STATES LICENSED:
WASHINGTON, ARIZONA, IDAHO, NEW MEXICO, MONTANA, WYOMING, CALIFORNIA, COLORADO, NEVADA, NEBRASKA, UTAH, MISSOURI, ILLINOIS, INDIANA

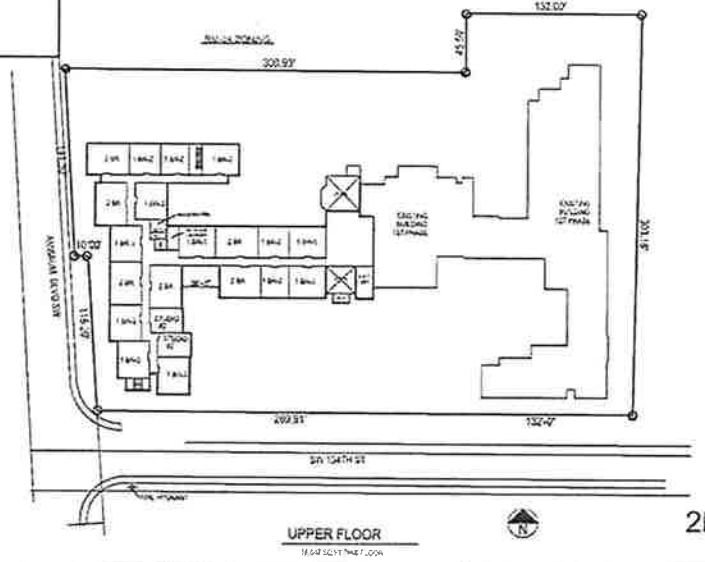
CHARLES MORGAN & ASSOCIATES
ARCHITECTS
7301 BEVERLY LANE
EVERETT, WA 98203
EMAIL info@cmaarch.com
PHONE 425-353-3888
FAX 425-348-8234

SHEET
P-1



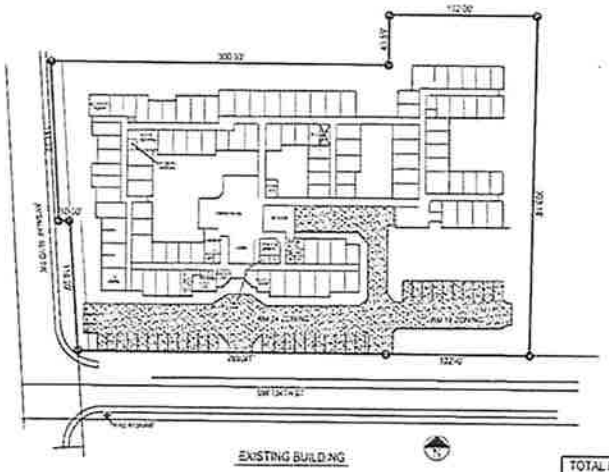




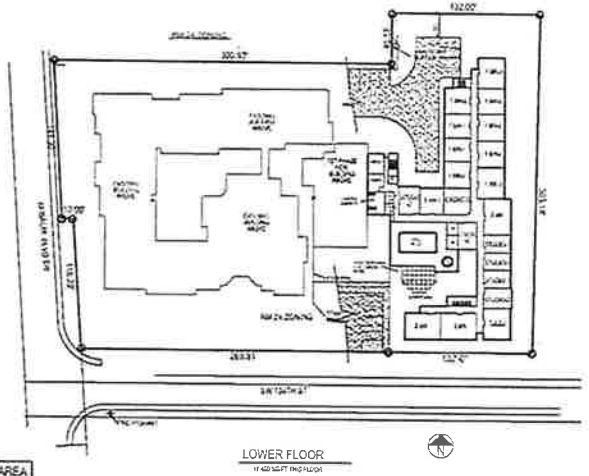


2ND PHASE

REVISIONS	JOB. NO.	PROJECT	REDEVELOPMENT OF EL DORADO WEST	REGISTERED ARCHITECT	STATES LICENSED:	CHARLES MORGAN & ASSOCIATES ARCHITECTS	SHEET
	DATE 16 OCT 09	LOCATION	S.W. 134TH ST. & AMBAUM BLVD. S.W. BURIEN, WA	CHARLES E. MORGAN STATE OF WASHINGTON	WASHINGTON, IDAHO, MONTANA, CALIFORNIA, NEVADA, UTAH, ILLINOIS, ARIZONA, NEW MEXICO, WYOMING, COLORADO, NEBRASKA, MISSOURI, INDIANA	7301 BEVERLY LANE EVERETT, WA 98203	P-2
	DRAWN BY	OWNER				EMAIL info@cmorgan.com PHONE 425-355-2668 FAX 425-348-6224	
	CHECKED	CONTRACTOR					

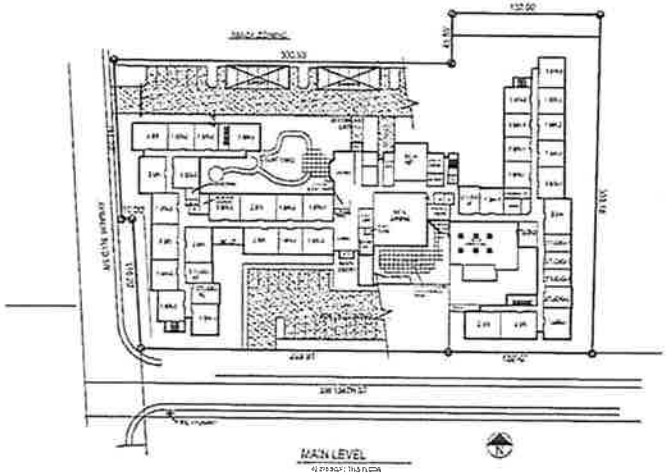


EXISTING BUILDING

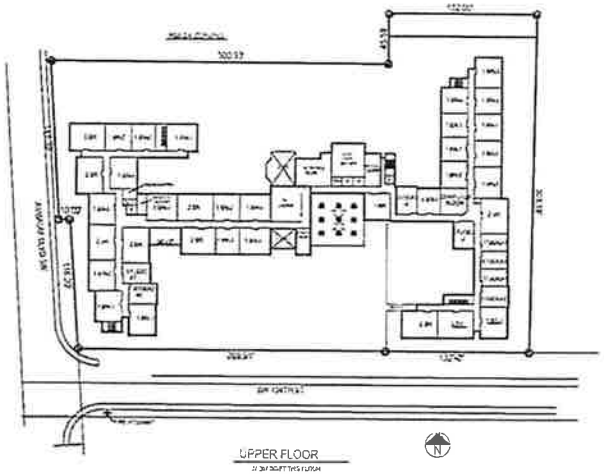


LOWER FLOOR

TOTAL BUILDING AREA
97,265 SQ/FT



MAIN LEVEL



UPPER FLOOR

COMPLETED PROJECT

REVISIONS	JOB. NO.	PROJECT	REDEVELOPMENT OF EL DORADO WEST	REGISTERED ARCHITECT CHARLES E. MORGAN STATE OF WASHINGTON	STATES LICENSED: WASHINGTON, IDAHO, MONTANA, CALIFORNIA, NEVADA, UTAH, ILLINOIS, ARIZONA, NEW MEXICO, WYOMING, COLORADO, NEBRASKA, MISSOURI, INDIANA	CHARLES MORGAN & ASSOCIATES ARCHITECTS	SHEET P-3
	DATE 16 OCT 09	LOCATION	S.W. 134TH ST. & AMBAUM BLVD. S.W. BURIEN, WA			7301 BEVERLY LANE EVERETT, WA 98203	EMAIL info@cmorgan.com PHONE 425-353-2448 FAX 425-348-8234
	DRAWN BY	OWNER					
	CHECKED	CONTRACTOR					

GTC

Gibson Traffic Consultants
2802 Wetmore Avenue
Suite 220
Everett, WA 98201
425.339.8266

El Dorado West
Traffic Impact Analysis

Prepared for: Brown Building, LLC
Submitted to: City of Burien
March 2010

GTC #09-140

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ATTACHMENTS

1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants (GTC) has been retained to analyze the traffic impacts of the proposed El Dorado West development. GTC is a traffic engineering consulting firm registered and licensed in the State of Washington.

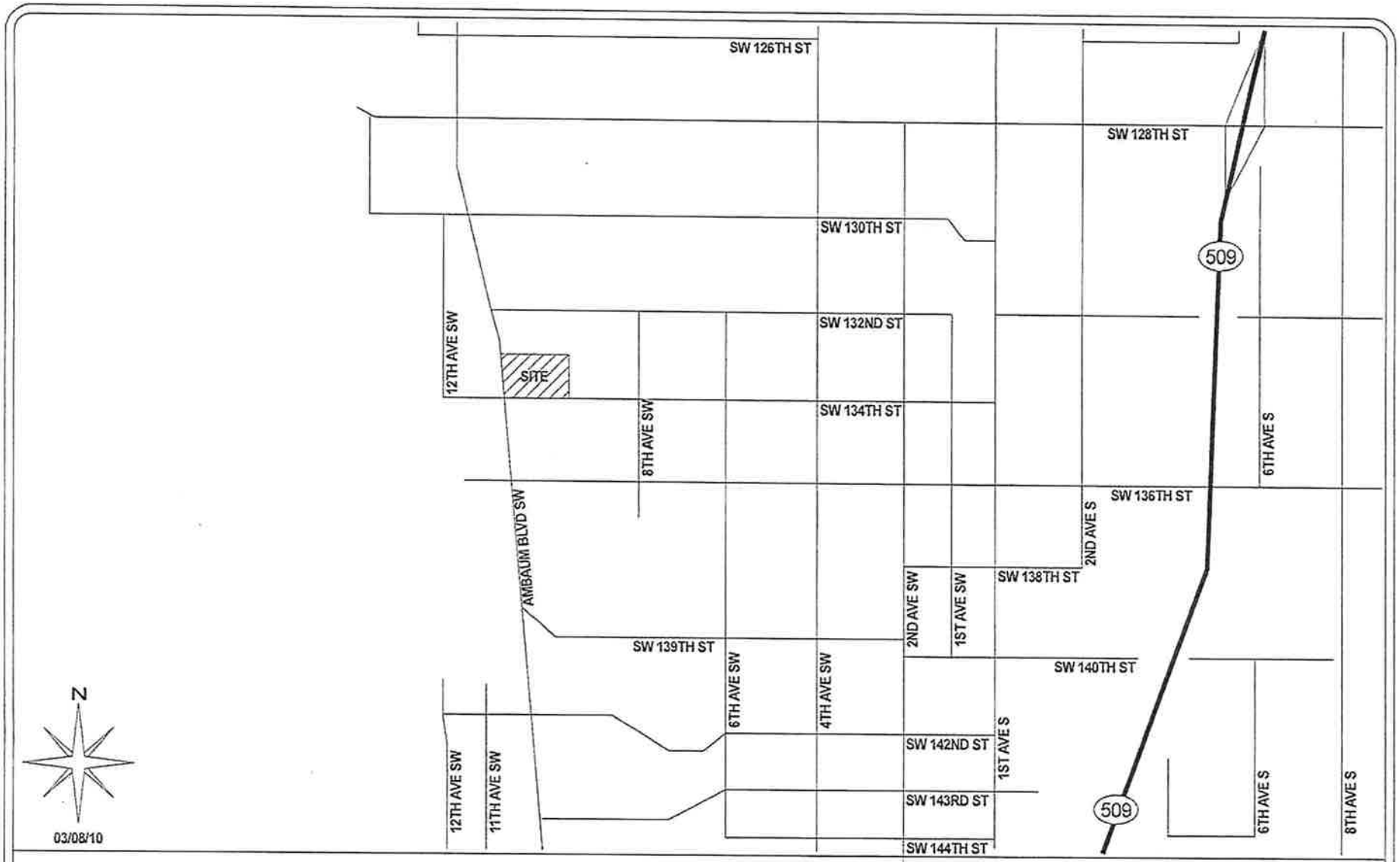
GTC is located at:

2802 Wetmore Avenue
Suite 220
Everett, WA 98201
Phone: 425-339-8266
Fax: 425-258-2922
Email: info@gibsontraffic.com

Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The El Dorado West development will consist of a total of 102 assisted living units. The development will replace the existing 70 assisted living units on site, which have been credited to the development. Phase 1 is planned to replace the existing building's east wing with 61 units, a kitchen and a dining room. Phase 2 is planned to replace the existing building's west wing with 41 units, a social room, and offices. It is anticipated that the new units will be completely occupied by the year 2012.

The site is located in the City of Burien at the northeast corner of the Ambaum Boulevard SW at SW 134th Street intersection. Site access is proposed to Ambaum Boulevard SW about 250 feet (centerline to centerline) north of SW 134th Street and to SW 134th Street about 175 and 300 feet (centerline to centerline) east of Ambaum Boulevard SW. A site vicinity map is included in Figure 1.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC 09-140

EL DORADO WEST
102 ASSISTED LIVING UNITS

CITY OF BURIEN

LEGEND

SITE DEVELOPMENT SITE

FIGURE 1

SITE VICINITY MAP

2. METHODOLOGY

This report has been prepared based on the requirements of the City of Burien's *Traffic Review Checklist*. The El Dorado West development is anticipated to generate less than 10 peak-hour trips, with the credit for the existing units, and is categorized as Project Traffic Level I. This level requires only a description of the project, trip generation calculations and transportation impact fee calculations. Additional analysis has been provided regarding the proposed site access driveways, per the request of City of Burien staff, to determine if additional channelization will be required and if the proposed accesses will be impacted by the vehicle queue from the intersection of Ambaum Boulevard SW at SW 134th Street.

3. TRIP GENERATION

Trip generation calculations for the El Dorado West development are based on national statistics for assisted living developments contained in the ITE *Trip Generation, 8th Edition (2008)*. The trip generation calculations include credit for the 70 assisted living units currently on site.

The average trip generation rates for ITE Land Use Code 254, assisted living, were used for the trip generation calculations. This methodology is consistent with City of Burien requirements.

The El Dorado West development is anticipated to generate 85 new average daily trips (ADT) with 4 new AM peak-hour trips and 7 new PM peak-hour trips. A summary of the trip generation is included in Table 1.

Table 1: Trip Generation Summary

Land Use	Units	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Assisted Living (To be Removed)	-70 Units	-186	-7	-3	-10	-7	-8	-15
Assisted Living (To be Constructed)	102 Units	271	9	5.00	14	10	12	22
TOTALS		**85**	**2**	**2**	**4**	**3**	**4**	**7**

The trip generation calculations are included in the attachments.

4. ACCESS ANALYSIS

Site access turning movement volumes have been estimated based on a distribution developed from a PM peak-hour turning movement count conducted by GTC staff in March 2009 at the Ambaum Boulevard SW at SW 134th Street intersection and by considering the street connections and surrounding land uses in the site's vicinity. Figure 2 shows the PM peak-hour site access turning movement volumes, which account for the total 102 units. The traffic count data is included in the attachments.

4.1 Sight Distance

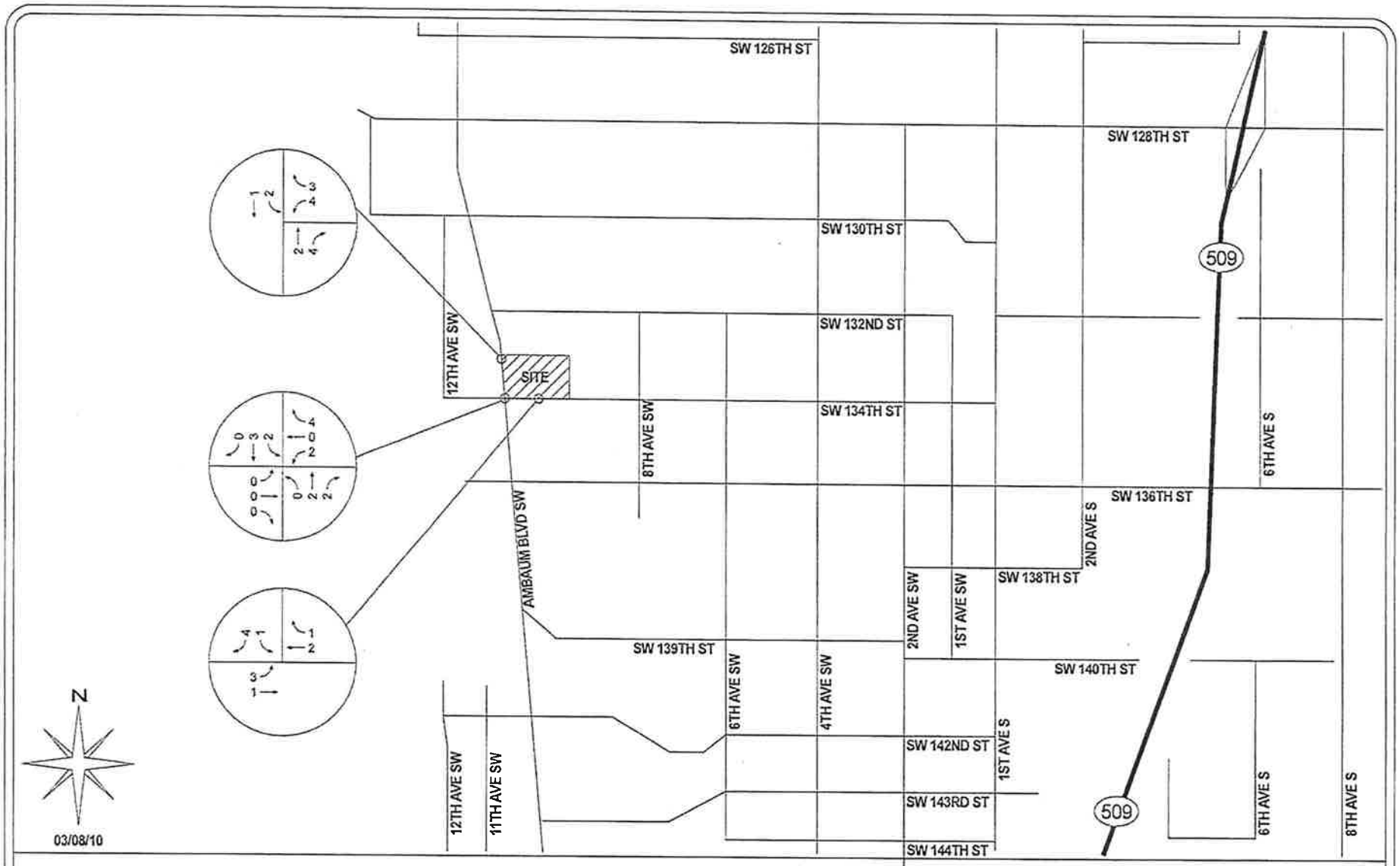
The proposed site access driveways on Ambaum Boulevard SW and SW 134th Street have been analyzed to ensure there is adequate sight distance, based on standards contained in *A Policy on Geometric Design of Highways and Streets, 2004* by the American Association of State Highway Officials (AASHTO).

The design speed on Ambaum Boulevard SW is 45 mph, which includes a 10 mph modifier to the posted speed limit of 35 mph. The required stopping sight distance is 360 feet and the required entering sight distance is 500 feet for the 45 mph design speed. At the proposed access, there is over 500 feet of stopping and entering sight distance in each direction.

The design speed on SW 134th Street SW is 25 mph, which is the same as the posted speed limit. The required stopping sight distance is 155 feet and the required entering sight distance is 280 feet for the 25 mph design speed. At the proposed west access, Ambaum Boulevard SW is visible to the west and there is over 200 feet of stopping sight distance and over 300 feet of entering sight distance to the east. At the proposed east access, there is over 200 feet of stopping sight distance and 300 feet of entering sight distance in each direction.

4.2 Level of Service Analysis

Congestion is generally measured in terms of level of service (LOS). In accordance with the 2000 Highway Capacity Manual (HCM), road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the critical stopped approach. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the level of service criteria is included in Table 2.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC 09-140

EL DORADO WEST
102 ASSISTED LIVING UNITS

CITY OF BURIEN

LEGEND

XXX → PM PEAK-HOUR SITE ACCESS TURNING MOVEMENT VOLUMES

Note: The turning movements at the site access to SW 134th Street have been combined for both accesses.

FIGURE 2

SITE ACCESS
TURNING MOVEMENTS
PM PEAK-HOUR

Table 2: Level of Service Criteria for Intersections

Level of [1] Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays[2]	>50	>80

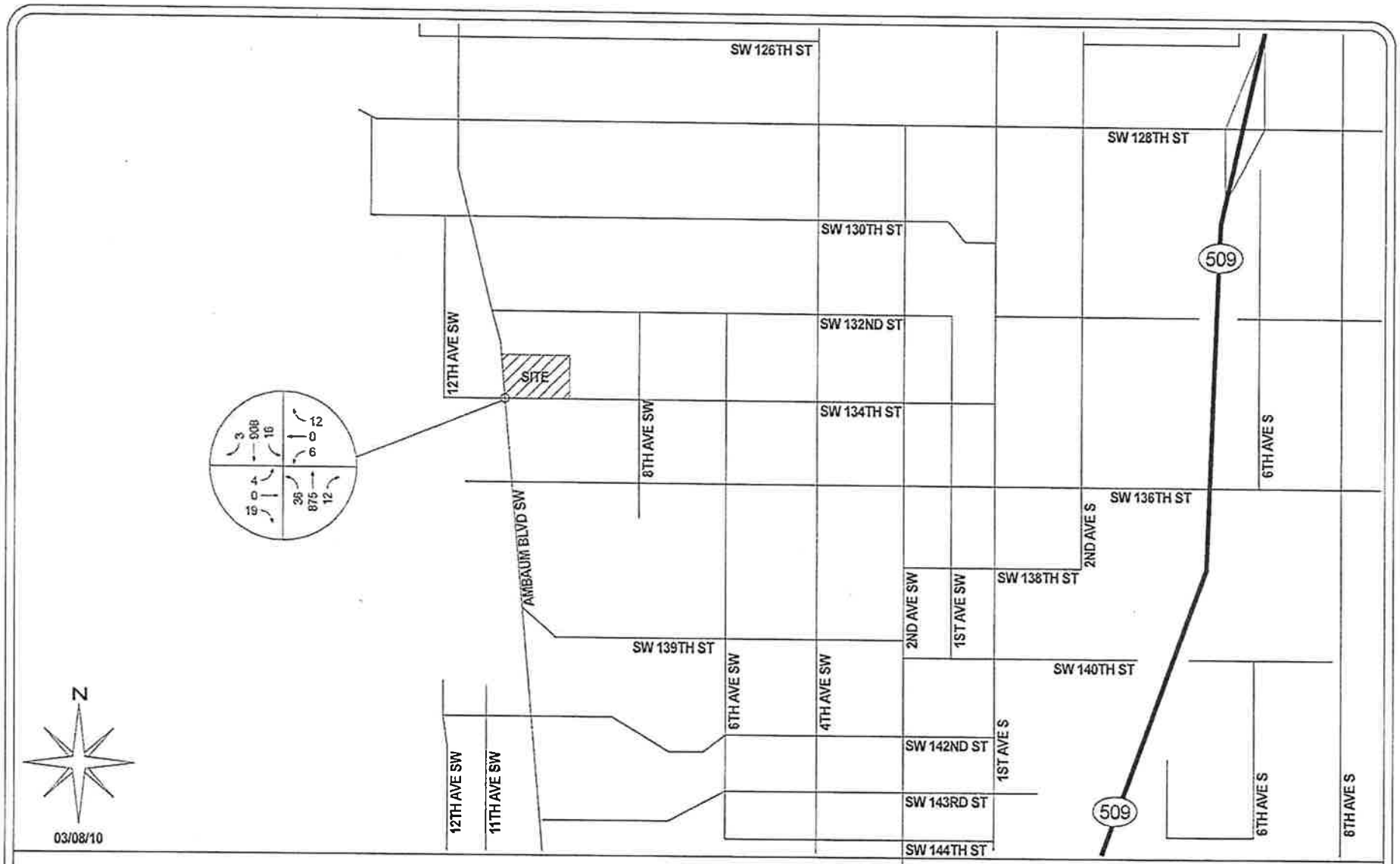
The City of Burien uses LOS C as the acceptable threshold for operation of intersections outside of the urban center boundary.

The intersection of Ambaum Boulevard SW at SW 134th Street has been analyzed based on the projected 2012 future with development conditions during the PM peak-hour, which are shown in Figure 3. The year 2012 traffic volumes were estimated by applying an annually compounding growth factor of 2% to the existing count data and adding in the development trips. The growth factor was developed based on historical WSDOT traffic count data on SR-509 near 128th Street SW. The traffic count data is included in the attachments. The two-way stop-controlled intersection of Ambaum Boulevard SW at SW 134th Street is projected to operate at LOS C or better for all approaches based on the 2012 future with development conditions. The level of service analysis assumes that westbound left-turn vehicles from SW 134th Street can use the two-way left-turn lane on Ambaum Boulevard SW for a two-stage left-turn.. The level of service calculations are included in the attachments.

[1] **Source:** *Highway Capacity Manual* 2000.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
LOS B: Generally stable traffic flow conditions.
LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.



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TRAFFIC IMPACT STUDY
GTC 09-140

EL DORADO WEST
102 ASSISTED LIVING UNITS

CITY OF BURIEN

LEGEND

xxx → PM PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 3

2012 FUTURE
PM PEAK-HOUR
TURNING MOVEMENTS

4.3 Channelization Warrants

The potential need for channelization at the proposed site access on Ambaum Boulevard SW has been evaluated based on criteria from the *Design Manual June 2009* by WSDOT. The turning movements at the access to Ambaum Boulevard SW are based on the 2012 future with development conditions shown in Figure 3. The proposed site access on Ambaum Boulevard SW is projected to have an opposing northbound through volume of 891 vehicles per hour (vph) against a southbound left-turning volume of 2 vph. Left-turn channelization is not required based on Exhibit 1310-12b Left-Turn Storage Guidelines: Four-Lane, Unsignalized. The access is projected to have a northbound through traffic volume of 895 vph (including right-turning vehicles) with a peak hour right-turn volume of 4 vph. Right-turn channelization is not required based on Exhibit 1310-15 Right-Turn Lane Guidelines. The WSDOT channelization warrant exhibits are included in the attachments.

4.4 Vehicle Storage/Queuing Analysis

GTC staff observed the vehicle queues of the southbound left-turn and westbound approach at the intersection of Ambaum Boulevard SW at SW 134th Street during the PM peak-hour from 4:00 to 6:00 p.m. The maximum vehicle queue observed for both the southbound left-turn and westbound approach was one vehicle. The level of service analysis shows that the southbound queue length will remain at 1 vehicle (shown as 2 feet in the analysis) under the 2012 future with development conditions. The southbound left-turn lane is therefore not required to be lengthened as a result of the development.

The access to Ambaum Boulevard SW is planned to be located 250 feet (centerline to centerline) north of SW 134th Street and will be a gated access. The separation from SW 134th Street will ensure there southbound queue at SW 134th Street will not block the access to Ambaum Boulevard SW. The security gate is planned to be located about 100 feet east of Ambaum Boulevard SW, which should provide for adequate storage on-site for vehicles accessing Ambaum Boulevard SW.

5. TRANSPORTATION IMPACT FEE

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. The City of Burien is required to plan under the Growth Management Act and has adopted a Comprehensive Plan which includes a Capital Facilities Program which complies with RCW 36.70A.070(3), RCW 82.02.050(4), and all other applicable requirements. The City's Comprehensive Plan identifies the objective to pursue a transportation impact fee as part of the overall transportation financing mechanism. Consequently, the City of Burien is authorized to impose, collect, and use impact fees.

The El Dorado West development is a residential assisted living development. According to the City of Burien's Table 19.35-2 Schedule of Transportation Impact Fees, included in the attachments, transportation impact fees for assisted living developments are assessed on a per unit basis. The fee is $209 per bed. It was assumed that each new unit would contain one bed. The El Dorado West development will result in 32 net new units/beds. The required transportation impact fee is $6,688. The traffic mitigation fee is equivalent to $65.57 for each of the 102 units that will be constructed.

6. CONCLUSIONS

The El Dorado West development is proposed to consist of 102 assisted living residential units and will receive a credit for the existing 70 assisted living units. The development will generate 85 new average daily trips with 7 new PM peak-hour trips. The development will have access to Ambaum Boulevard SW and SW 134th Street. The accesses will have adequate sight distance and will not require channelization with the development. The adjacent intersection of Ambaum Boulevard SW at SW 134th Street will operate at acceptable LOS C with the development. The traffic mitigation fees will total $6,688, which is equivalent to $65.57 for each of the 102 new units.

Trip Generation Calculations

El Dorado West Rebuild
GTC #09-140

Trip Generation for: **Weekday**
(a.k.a.): **Average Weekday Daily Trips (AWDT)**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Assisted Living	-70 units	254	2.66	50%	50%	-186.20	0%	0	-186.20	0%	0	0%	0	-186.20	0	0	0	0	-93.10	-93.10
Assisted Living	102 units	254	2.66	50%	50%	271.32	0%	0	271.32	0%	0	0%	0	271.32	0	0	0	0	135.66	135.66
Totals						85.12		0	85.12		0		0	85.12	0	0	0	0	42.56	42.56

El Dorado West Rebuild
GTC #09-140

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Assisted Living	-70 units	254	0.14	65%	35%	-9.80	0%	0	-9.80	0%	0	0%	0	-9.80	0	0	0	0	-6.37	-3.43
Assisted Living	102 units	254	0.14	65%	35%	14.28	0%	0	14.28	0%	0	0%	0	14.28	0	0	0	0	9.28	5.00
Totals						4.48		0	4.48		0		0	4.48	0	0	0	0	2.91	1.57

El Dorado West Rebuild
GTC #09-140

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM**
(a.k.a.): **Weekday PM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Assisted Living	-70 units	254	0.22	44%	56%	-15.40	0%	0	-15.40	0%	0	0%	0	-15.40	0	0	0	0	-6.78	-8.62
Assisted Living	102 units	254	0.22	44%	56%	22.44	0%	0	22.44	0%	0	0%	0	22.44	0	0	0	0	9.87	12.57
Totals						7.04		0	7.04		0		0	7.04	0	0	0	0	3.09	3.95

Peak-Hour Counts

Project No.: 09-140
Project Name: El Dorado West Rebuild
Prepared by: DCJ
Checked by:
Location: Ambaum Boulevard SW @ SW 134th Street

Day & Date: Tuesday, 03/02/2010
Time Start: 4:00 PM
Time End: 6:00 PM
Weather: overcast, 52 F, sprinkles

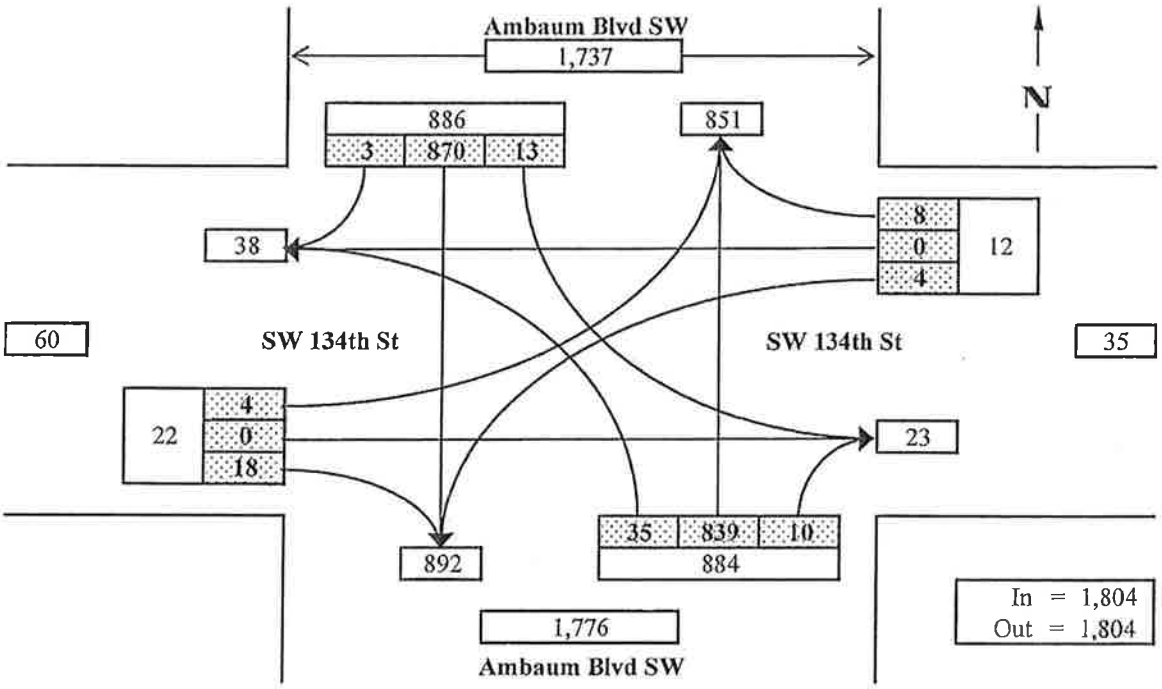
Time Interval Ending At	SW 134th St Eastbound				SW 134th St Westbound				Ambaum Blvd SW Northbound				Ambaum Blvd SW Southbound				Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	ALL APP
15 Minute Cumulative Volumes																	
4:15 PM	0	1	0	7	0	3	0	1	3	9	203	2	5	2	236	1	465
4:30 PM	0	1	0	7	0	3	0	1	9	20	369	5	10	2	432	1	841
4:45 PM	0	2	0	14	1	5	0	5	12	24	574	8	14	7	629	1	1,269
5:00 PM	0	5	0	17	1	5	0	6	14	36	784	10	20	10	851	3	1,727
5:15 PM	1	5	0	23	1	5	0	7	17	40	965	14	23	12	1,065	3	2,139
5:30 PM	1	5	0	25	2	7	0	9	19	55	1,208	15	27	15	1,302	4	2,645
5:45 PM	1	5	0	32	2	9	0	11	21	60	1,398	18	29	18	1,447	4	3,002
6:00 PM	2	5	0	39	2	9	1	14	24	67	1,585	22	34	18	1,641	4	3,405
15 Minute Interval Volumes																	
4:15 PM	0	1	0	7	0	3	0	1	3	9	203	2	5	2	236	1	465
4:30 PM	0	0	0	0	0	0	0	0	6	11	166	3	5	0	196	0	376
4:45 PM	0	1	0	7	1	2	0	4	3	4	205	3	4	5	197	0	428
5:00 PM	0	3	0	3	0	0	0	1	2	12	210	2	6	3	222	2	458
5:15 PM	1	0	0	6	0	0	0	1	3	4	181	4	3	2	214	0	412
5:30 PM	0	0	0	2	1	2	0	2	2	15	243	1	4	3	237	1	506
5:45 PM	0	0	0	7	0	2	0	2	2	5	190	3	2	3	145	0	357
6:00 PM	1	0	0	7	0	0	1	3	3	7	187	4	5	0	194	0	403
Hourly Volumes																	
5:00 PM	0	5	0	17	1	5	0	6	14	36	784	10	20	10	851	3	1,727
5:15 PM	1	4	0	16	1	2	0	6	14	31	762	12	18	10	829	2	1,674
5:30 PM	1	4	0	18	2	4	0	8	10	35	839	10	17	13	870	3	1,804
5:45 PM	1	3	0	18	1	4	0	6	9	36	824	10	15	11	818	3	1,733
6:00 PM	2	0	0	22	1	4	1	8	10	31	801	12	14	8	790	1	1,678

EXISTING PEAK HOUR: 4:30 PM — 5:30 PM, Tuesday, 03/02/2010

Peak Hour	Eastbound				Westbound				Northbound				Southbound				Total
4:30 PM	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
- 5:30 PM	1	4	0	18	2	4	0	8	10	35	839	10	17	13	870	3	1,804
Approach	1	22			2	12			10	884			17	886			1,804
PHF	0.69				0.50				0.85				0.92				0.89
% HV	4.5%				16.7%				1.1%				1.9%				

GIBSON TRAFFIC CONSULTANTS

EXISTING PEAK HOUR: 4:30 PM to 5:30 PM, Tuesday, 03/02/2010					
Intersection	**Eastbound**	**Westbound**	**Northbound**	**Southbound**	**Total**
Approach Name	SW 134th St	SW 134th St	Ambaum Blvd SW	Ambaum Blvd SW	
Peak Hour Factor (PHF)	0.69	0.50	0.85	0.92	0.89
% of Heavy Vehicles	4.5%	16.7%	1.1%	1.9%	



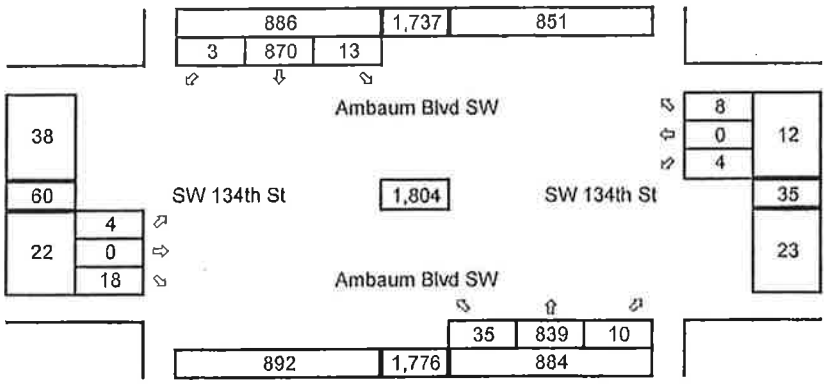
Turning Movement Volumes

Synchro ID: 1

Existing Conditions
Average Weekday
PM Peak Hour

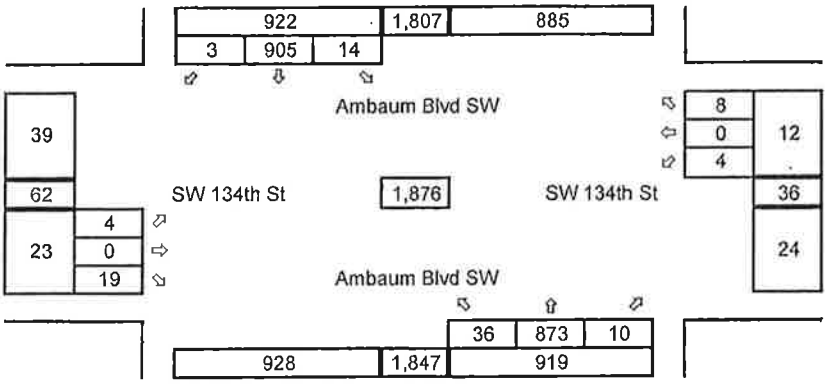
Year: **3/2/2010**

Data Source: **GTC**

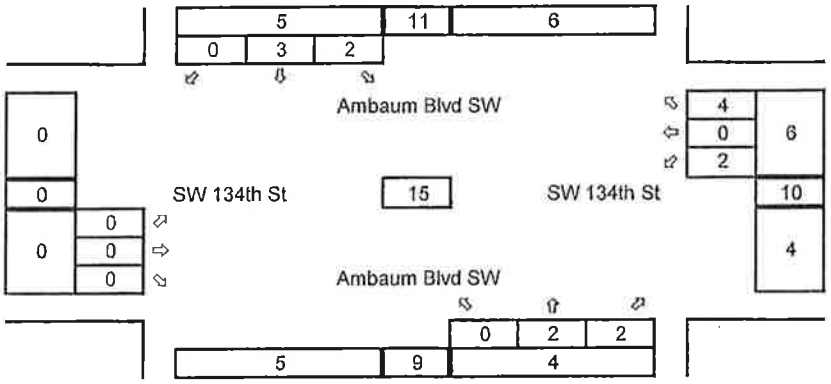


Baseline Conditions
Average Weekday
PM Peak Hour

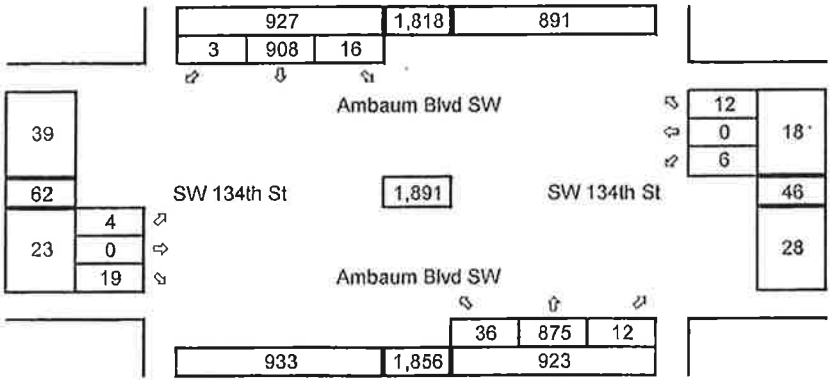
Year: 2012
Growth Rate = 2.0%
Years of Growth = 2
Total Growth = 1.0404



Development Trips
Average Weekday
PM Peak Hour



Future with Development
Average Weekday
PM Peak Hour



SR-509 Historical Traffic Count Data

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
ANNUAL TRAFFIC REPORT

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL	DBL	TRIPLE	TOTAL	AVERAGE DAILY TRAFFIC VOLUME 2005 UNITS	2006 UNITS	2007 UNITS	2008 UNITS
509	020.75	AFTER JCT S 216TH ST		1					10000*	10000	11000	9100*
509	021.79	BEFORE JCT SW 200TH ST		1					11000*	11000	12000	9900*
509	023.07	AFTER JCT NORMANDY RD		1					16000*	16000	17000	14000*
509	023.47	BEFORE JCT 1ST AVE S		1					16000*	16000	16000	14000*
509	023.48	AFTER JCT SR 509*1ST AVE S WYE CONN		1					3000*	3000	3100	2900*
509	023.88B	AFTER JCT S NORMANDY RD WYE CONN		1					11000*	11000	11000	10000*
509	024.24B	AFTER JCT 8TH AVE S WYE CONN		1					16000*	16000	17000	15000*
509	024.34B	LEAVING CITY OF SEATAC		1						13000*	13000	13000
509	024.35B	AT SR 509 BRIDGE		1					15000*	15000	15000	15000*
509	023.67	AFTER RAMP DES MOINES WAY S		1					29000*	29000	30000	29000*
509	024.83	AT S 160TH ST		1								23000*
509	025.27	BEFORE RAMP SR 518		1					33000	34000	34000	34000*
509	025.73	AT S 146TH ST		1								26000*
509	026.37	AT PTR LOCATION D14		1	03			04	57000*	58000*	59000*	57000+
509	026.90	AT S 128TH ST BRIDGE		1					41000	42000	43000	42000*
509	027.27	AFTER RAMP S 128TH ST		1					48000	48000	49000	48000*
509	028.31	AFTER RAMP S 112TH ST		1					53000	54000	55000	54000*
509	029.59B	AT CLOVERDALE ST		1								44000*
509	029.48	BEFORE RAMP NBCD LANE		1								61000*
		STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM										
510	000.01	AT SR 5 BRIDGE*BEG ROUTE		1					23000	24000*	24000	24000
510	000.48	BEFORE JCT MARTIN WAY SE WYE CONN		1					22000*	25000*	25000	24000
510	002.64	AFTER JCT MARTIN WAY SE WYE CONN		1					22000*	25000*	25000	24000
510	003.77	BEFORE JCT 9TH AVE SE		1					16000*	17000	17000	16000
510	003.80	BEFORE JCT PACIFIC AVE ROUNDABOUT		1					16000	17000*	17000	16000
510	004.32	AFTER JCT PACIFIC AVE ROUNDABOUT		2					11000	12000*	12000	12000
510	006.30	BEFORE JCT OLD PACIFIC HWY WYE CONN		2					10000*	11000	11000	11000

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES

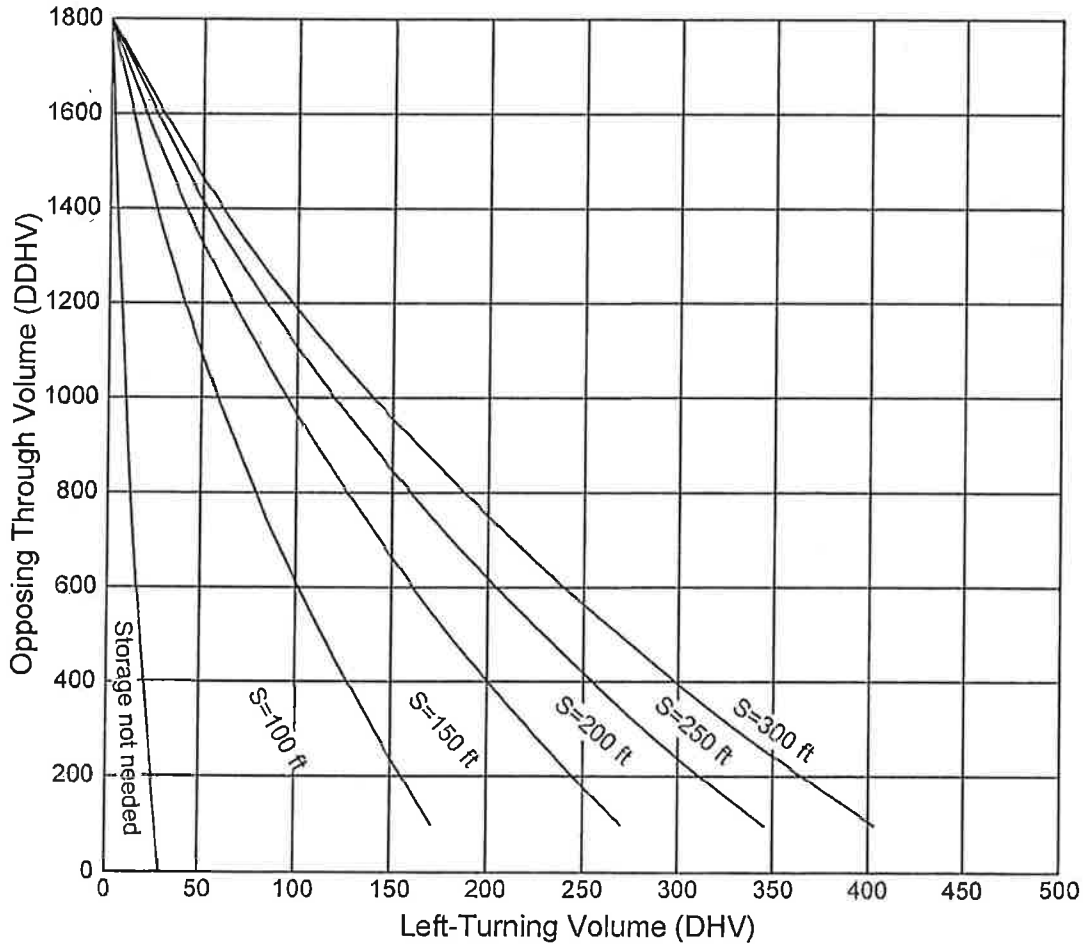
2012 Future with Development PM Peak-Hour Level of Service Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	0	19	6	0	12	36	875	12	16	908	3
Peak Hour Factor	0.69	0.69	0.69	0.50	0.50	0.50	0.85	0.85	0.85	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	28	12	0	24	42	1029	14	17	987	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh)					1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1647	2152	495	1677	2146	522	990			1044		
vC1, stage 1 conf vol				1121	1121							
vC2, stage 2 conf vol				556	1025							
vCu, unblocked vol	1647	2152	495	1677	2146	522	990			1044		
tC, single (s)	7.6	6.6	7.0	7.8	6.8	7.2	4.1			4.1		
tC, 2 stage (s)				6.8	5.8							
tF (s)	3.5	4.0	3.3	3.7	4.2	3.5	2.2			2.2		
p0 queue free %	90	100	95	91	100	95	94			97		
cM capacity (veh/h)	57	42	515	131	123	462	700			662		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	33	36	42	686	357	17	658	332
Volume Left	6	12	42	0	0	17	0	0
Volume Right	28	24	0	0	14	0	0	3
cSH	214	250	700	1700	1700	662	1700	1700
Volume to Capacity	0.16	0.14	0.06	0.40	0.21	0.03	0.39	0.20
Queue Length 95th (ft)	13	12	5	0	0	2	0	0
Control Delay (s)	24.9	21.8	10.5	0.0	0.0	10.6	0.0	0.0
Lane LOS	C	C	B			B		
Approach Delay (s)	24.9	21.8	0.4			0.2		
Approach LOS	C	C						

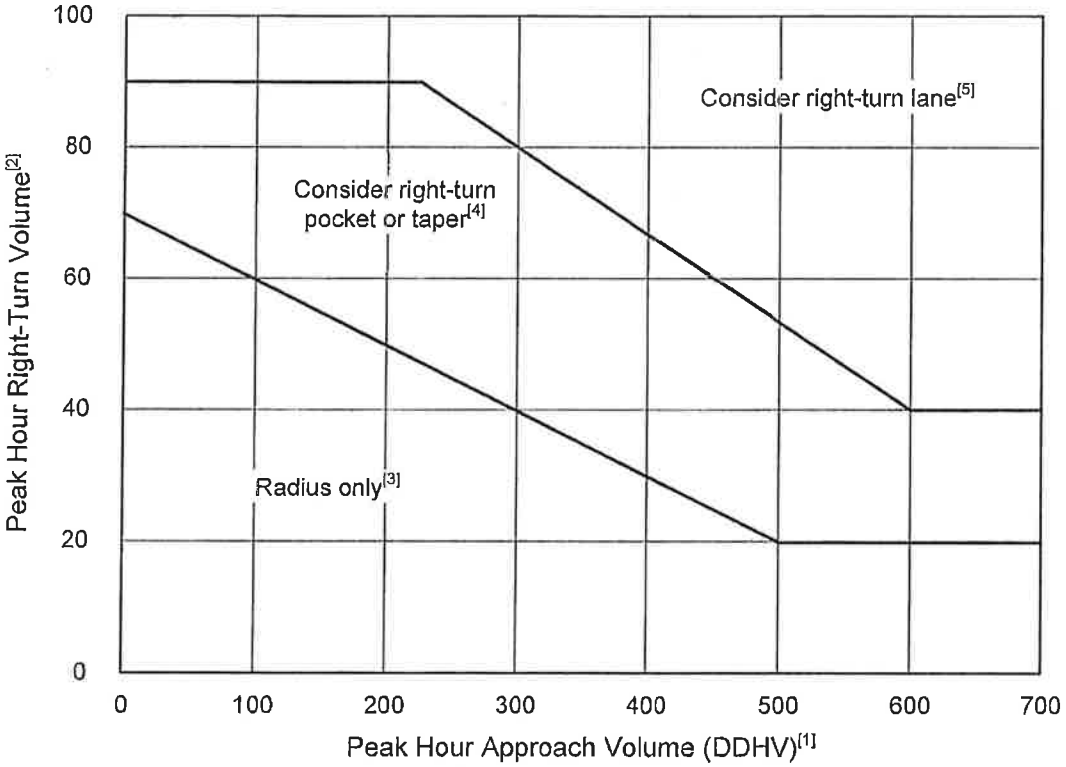
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

WSDOT Channelization Warrants



S = Left-turn storage length

Left-Turn Storage Guidelines: Four-Lane, Unsignalized
Exhibit 1310-12b



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20.
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-11.

[4] For right-turn pocket or taper design, see Exhibit 1310-16.

[5] For right-turn lane design, see Exhibit 1310-17.

General:

For additional guidance, see 1310.07(3).

Right-Turn Lane Guidelines[6]
Exhibit 1310-15

City of Burien
Transportation Impact Fee Table

Schedule of Transportation Impact Fees - Table 19.35-2

Land Use Category - Trip Generation, 7th Edition *	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit**	Pass-By Trip Reduction Factor *** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RESIDENTIAL							
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	957
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	588
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	550
High -Rise Apartment (>10 floors)	3	222	0.35	Dwelling Unit	1.00	0.35	332
Mid-Rise Apartment (3-10 floors)	3	223	0.39	Dwelling Unit	1.00	0.39	370
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	493
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	559
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	246
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	104
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	161
Assisted Living		254	0.22	Bed	1.00	0.22	209
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	246
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	588
INSTITUTIONAL							
County Park	1	412	0.06	Acre	1.00	0.06	57
Beach Park	1	415	1.30	Acre	1.00	1.30	1,232
Regional Park	1	417	0.20	Acre	1.00	0.20	190
Golf Course	1	430	0.30	Acre	1.00	0.30	284
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	3,176
Bowling Alley	1	437	3.54	1,000 sf GFA	1.00	3.54	3,356
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	89
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	12,732
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	3,678
Recreational Community Center	1	495	1.64	1,000 sf GFA	1.00	1.64	1,555
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	3,839
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	1,128
High School		530	0.97	1,000 sf GFA	1.00	0.97	920
Church		560	0.66	1,000 sf GFA	1.00	0.66	626
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	12,495
Library		590	7.09	1,000 sf GFA	1.00	7.09	6,721
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	1,119
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	398
Clinic	1	630	1.23	Employee	1.00	1.23	1,166
BUSINESS & COMMERCIAL							
Hotel		310	0.59	Room	1.00	0.59	559
All Suites Hotel	1	311	0.40	Room	1.00	0.40	379
Motel		320	0.47	Room	1.00	0.47	446
Resort Hotel	3	330	0.42	Room	1.00	0.42	398
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	3,192
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	2,642
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GLA	0.66	1.79	1,696
Free-Standing Discount Store		815	5.06	1,000 sf GFA	0.83	4.20	3,981
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.59	3,395
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	2,594
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	3,529
Shopping Center	5	820	n/a (see note)	1,000 sf GLA	0.66	n/a	n/a

Land Use Category - Trip Generation, 7th Edition *	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit**	Pass-By Trip Reduction Factor *** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
BUSINESS & COMMERCIAL (con't)							
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1,433
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	1,877
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	3,231
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	2,833
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	1,440
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	6,340
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	19,377
Convenience Market (Open 15-16 Hours)	*1, 2(i)*	*852*	*34.57*	*1,000 sf GFA*	*0.39*	*13.48*	*12,781*
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	6,195
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	6,497
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	3,095
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	1,208
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	2,560
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	3,122
Pet Supply Superstore	1, 2(b)	866	4.96	1,000 sf GFA	0.66	3.27	3,103
Office Supply	1, 2(f)	867	3.40	1,000 sf GFA	0.77	2.62	2,482
Book Superstore	1, 2(b)	868	19.53	1,000 sf GFA	0.66	12.89	12,220
Discount Home Furnishing Superstore	1, 2(b)	869	4.01	1,000 sf GFA	0.66	2.65	2,509
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	2,396
Art and Craft Store	1, 2(f)	879	6.21	1,000 sf GFA	0.77	4.78	4,533
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	3,752
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	4,168
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	205
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	8,509
Walk-In Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	16,656
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	22,982
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	3,976
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	5,901
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	12,395
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	16,419
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	2,804
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	1,826
Automobile Parts and Service Center	1, 2(c)	943	4.46	1,000 sf GLA	0.57	2.54	2,410
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	7,621
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	5,581
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	5,560
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	2,311
OFFICE							
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	1,413
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	1,327
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	1,640
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	3,527
Government Office Building	1	730	1.20	1,000 sf GFA	1.00	1.20	1,138
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	10,324
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	1,422
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	1,024
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	1,223

Land Use Category - Trip Generation, 7th Edition *	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit**	Pass-By Trip Reduction Factor *** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
INDUSTRIAL							
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	929
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	834
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	815
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	702
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	446
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	246
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	720
PORT and TERMINAL							
Truck Terminal	1	30	0.55	Employee	1.00	0.55	521
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	588

* *Trip Generation*, Institute of Transportation Engineers, 7th Edition, 2003
** Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.
*** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate (1)	X	Pass-By Reduction Factor (2)	=	Net New Trip Rate (3)

IMPACT FEE CALCULATION:

Net New Trip Rate (3)	X	Per New PM Peak Hour Trip $948	=	Impact Fee per Unit of Development (4)

NOTES:

(1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	**0.75**
2 (b)	Shopping Center (850)	**0.66**
2 (c)	Auto Parts Sales (843)	**0.57**
2 (d)	Bank/Drive-In (912)	**0.53**
2 (e)	Tire Store (848)	**0.72**
2 (f)	Discount Supermarket (854)	**0.77**
2 (g)	Fast Food Restaurant with Drive-Through (934)	**0.50**
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	**0.44**
2 (i)	Convenience Market (24 Hr) (851)	**0.39**

(3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.

(4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.

(5) ITE *Trip Generation* (7th Edition, 2003) equation used instead of trip rate.